

**Board Report**

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**File #:** 2023-0620, **File Type:** Contract**Agenda Number:** 22.

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**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE  
NOVEMBER 16, 2023****SUBJECT: ENGINEERING SUPPORT SERVICES FOR VERTICAL TRANSPORTATION  
SYSTEM AND RELATED SERVICES****ACTION: APPROVE CONTRACT AWARD****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a ten-year firm fixed unit rate Contract No. AE89754000 to Gannett Fleming, Inc. for engineering support services for vertical transportation system and related services, for a not-to-exceed amount (NTE) of \$36,324,570 for the six-year base term, and \$12,187,396 for each of the two, two-year option terms for a total combined NTE amount of \$60,699,362, effective January 1, 2024, subject to resolution of any properly submitted protest(s), if any.

**ISSUE**

Engineering services are needed to support the Operations Infrastructure Maintenance and Engineering (IM&E) Department with the modernization of system-wide vertical transportation systems. The IM&E Department seeks to augment the engineering capacity with technical resources to develop and manage a long-term comprehensive vertical transportation capital improvement project.

**BACKGROUND**

Metro has 231 elevators and 173 escalators systemwide that are heavily used. Many of the elevators and escalators are among the oldest in the entire Metro system and are reaching the end of their useful lives. For FY23, the elevator and escalator availability key performance indicator (KPI) goals were set at 98.95% and 99.04% respectively. Final FY23 elevator and escalator availability was 98.85% and 98.75% with elevators being 0.10% short and escalators being 0.29% short of their respective KPI goals. Over 4,000 hours of downtime was due to repair and remanufacturing of obsolete parts and equipment. In addition, elevators and escalators must be improved to accommodate the higher ridership capacity in preparation for the Olympic and Paralympic Games in 2028. Elevators and escalators are critical to Metro's operations and must sustain high levels of equipment reliability. They play a vital role in customer access to transit services, especially for mobility-impaired customers, such as people with disabilities or parents with young children in strollers. Developing and managing a comprehensive vertical transportation modernization program

is critical to ensuring elevators and escalators are kept in a state of good repair and continue to be available and reliable for customers.

### **DISCUSSION**

Metro operates and maintains a robust vertical transportation system at transit stations and facilities that must provide efficient and reliable passenger circulation to move passengers and provide accessibility. Metro's vertical transportation systems include aging elevators and escalators that will become more costly to repair and require longer downtimes to return to service should they require repair. Metro is seeking to modernize the aging elevators and escalators through its Capital Improvement Program (CIP). The Life of Project (LOP) budget for the Elevator and Escalator Modernization capital project is \$126,700,000 with an estimated duration of 10 years. Engineering services under this contract would include engineering design, project management, cost estimates, project schedules, and architectural elements. Modernization of elevators and escalators involves renewal and enhancement of components to extend service life. Modernization also involves the enhancement of systems using state-of-the-art design techniques and equipment for the purpose of improving capacity, accessibility, and ridership experience.

An assessment was conducted to review the conditions of elevators and escalators. Based on the assessment, staff calculated that a contract value up to \$60,699,362 is needed to provide dedicated engineering support services to modernize elevators and escalators.

### **DETERMINATION OF SAFETY IMPACT**

The engineering support services for vertical transportation modernization will contribute to maintaining and improving the vertical transportation system in a State of Good Repair (SGR) as recommended by Metro's Transit Asset Management (TAM) Plan, which is essential to providing a safe and reliable service for riders who use the Metro transit system.

### **FINANCIAL IMPACT**

Funding for this contract will come from capital project 204805 - Elevator Modernization and Escalator Replacement. The Board approved a Life-of-Project (LOP) budget of \$126,692,000. For FY24, the amount of \$2,000,000 will be funded by the annual budget of project 204805, cost center 3960, account 50316 - professional and technical services.

Since this is a multi-year contract, the Project Manager will ensure that the balance of funds is budgeted in future fiscal years.

### **Impact to Budget**

The current source of funds for this action are Federal, State, and Local funding that is eligible for use on Capital and Operating Projects.

### **EQUITY PLATFORM**

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Elevators and escalators are located at Metro facilities throughout Los Angeles County, including in Equity Focus Communities. Modernizing vertical transportation systems adds the capability for maintaining the operation of elevators and escalators in a state of good repair. Also, the engineering services supported by this contract will provide modernization enhancements to expand accessibility and user-friendliness for all Metro transit passengers.

A Disadvantaged Business Enterprise (DBE) participation goal of 30% was established as part of the Request for Proposal (RFP). The recommended firm, Gannett Fleming, made a 30% DBE commitment.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Approval of this recommendation supports the following Metro Strategic Plan Goals:

1. Provide high-quality mobility options that enable people to spend less time traveling.
2. Deliver outstanding trip experiences for all users of the transportation system.

This contract will help maintain safety, service, and reliability standards in an effort to provide a world-class transportation system that enhances the quality of life for all who live, work, and play within Los Angeles County.

### **ALTERNATIVES CONSIDERED**

Staff could solicit competitive bids for each task order as it becomes required. This is not recommended as it would require extensive additional staff time to process each request, resulting in project delays due to the lead time required to complete each procurement cycle.

### **NEXT STEPS**

Upon Board approval, staff will execute Contract No. AE89754000 with Gannett Fleming, Inc. to provide engineering support services for vertical transportation system and related services.

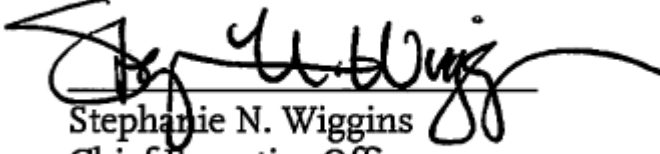
### **ATTACHMENTS**

Attachment A - Procurement Summary  
Attachment B - DEOD Summary

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Stephanie N. Wiggins  
Chief Executive Officer

## PROCUREMENT SUMMARY

ENGINEERING SUPPORT SERVICES FOR VERTICAL TRANSPORTATION  
SYSTEM AND RELATED SERVICES / AE89754000

1.	<b>Contract Number:</b> AE89754000	
2.	<b>Recommended Vendor:</b> Gannett Fleming, Inc.	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> October 11, 2022	
	<b>B. Advertised/Publicized:</b> October 11, 2022	
	<b>C. Pre-Proposal Conference:</b> October 20, 2022	
	<b>D. Proposals Due:</b> November 14, 2022	
	<b>E. Pre-Qualification Completed:</b> September 13, 2023	
	<b>F. Ethics Declaration Forms submitted to Ethics:</b> September 6, 2023	
	<b>G. Protest Period End Date:</b> November 21, 2023	
5.	<b>Solicitations Picked up/Downloaded:</b>  60	<b>Proposals Received:</b>  1
6.	<b>Contract Administrator:</b> Marc Margoni	<b>Telephone Number:</b> (213) 922-1304
7.	<b>Project Manager:</b> Rudy Loera	<b>Telephone Number:</b> (213) 617-6225

**A. Procurement Background**

This Board Action is to approve the award of Contract No. AE89754000 to provide engineering support services for elevators, escalators, canopies, and various other aspects of vertical transportation throughout the Metro transit system on an as-needed basis. Board approval of contract award is subject to resolution of any properly submitted protest.

On October 11, 2022, Request for Proposal (RFP) No. AE89754 was issued as a competitively negotiated procurement in accordance with Metro's Acquisition Policy and the contract type is task order based, firm fixed unit price. The RFP was issued with a Disadvantaged Business Enterprise (DBE) goal of 30%.

Two amendments were issued during the solicitation phase of this RFP. Amendment No. 1 was issued on October 12, 2022 to clarify the Pre-Proposal Conference Access code. Amendment No. 2 was issued on November 10, 2022 to add an administrative DBE form.

The solicitation was available for download from Metro's website and advertised to notify potential proposers of this solicitation. Further, Metro notified potential proposers

identified by the applicable North American Industry Classification System (NAICS) codes.

A total of 60 firms downloaded the RFP and were included on the planholders list. A virtual pre-proposal conference was held on October 20, 2022, with five participants representing five firms in attendance. No questions were asked during the pre-proposal conference.

On November 14, 2022, the proposal due date, a single proposal was received from Gannett Fleming, Inc.

Since only one proposal was received, staff conducted a market survey of the Planholders to determine why they did not submit a proposal. Staff received responses from 7 firms that fell into three general categories:

1. Respondents plan to pursue other open solicitations that aligned more with their company goals;
2. Respondents chose not to pursue this solicitation for their own business reasons (insufficient resources or insufficient subcontractors; deciding this was not the right scope for the firms);
3. Respondent downloaded the RFP only for general information on the overall project in preparation to submit a proposal; but ultimately, elected not to participate.

The market survey revealed that the decisions not to propose were based on individual business considerations. Therefore, the solicitation can be awarded as a competitive award.

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Operations Engineering and Facilities Contracted Maintenance Services was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria:

Phase I - Evaluation of Minimum Qualification Requirements: This is a pass/fail criteria. To be responsive to the RFP minimum qualification requirements, the proposer must be ISO 9001:2015 certified, have the required experience in the design, construction, and maintenance of vertical transportation systems and serve as a third-party agent for elevators and escalators governed by Authorities Having Jurisdiction (AHJ), key team members must have an active and valid American Society of Mechanical Engineers (ASME) certification and Professional Engineer license.

Phase II – Weighted Evaluation: Proposers that meet the Phase I Minimum Qualification requirements were evaluated based on the following evaluation criteria and weights:

- Degree of Prime’s Skill and Experience 50 percent
- Proposer’s Team 20 percent
- Management Plan/Approach 30 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architecture and Engineering (A&E) procurements. Several factors were considered when developing these weights, giving the greatest importance to the degree of Prime’s skill and experience.

This is an A&E, qualifications-based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

The evaluation was conducted from December 15, 2022 to January 17, 2023.

The PET independently evaluated and scored the technical proposal and determined that Gannett Fleming, Inc. met the requirements of the RFP and is technically qualified to perform the services as outlined in the scope of services. Staff conducted an audit of the proposed indirect and direct rates, as well as other cost elements, and engaged the firm in fact finding discussions and negotiations.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	<b>Gannett Fleming, Inc.</b>				
3	Degree of Prime’s Skill and Experience.	96.00	50.00%	48.00	
4	Proposer’s Team	95.00	20.00%	19.00	
5	Management Plan/Approach	95.57	30.00%	28.67	
6	<b>Total</b>		<b>100.00%</b>	<b>95.67</b>	<b>1</b>

### **C. Cost Analysis**

The recommended unit rates have been determined to be fair and reasonable based upon MAS audit findings, an independent cost estimate, cost analysis, fact finding, and negotiations.

Work for this contract shall be authorized through issuance of individual task orders. Each task order will contain a specific scope of services and will be subjected to cost/price analysis, technical evaluation, fact finding, and negotiations to determine price fairness and reasonableness.

**D. Background on Recommended Contractor**

**Gannett Fleming, Inc.**

Gannett Fleming, Inc. (GFI) is an engineering consulting firm established in 1915 and headquartered in Camp Hill, Pennsylvania. It specializes in architectural design, engineering, procurement and construction, geospatial analytics, and resilient and sustainable transportation solutions. Existing vertical transportation clients include Amtrak, Freeport McMoran, Inc., Delaware River Port Authority, TK Elevator Corporation, and Harrah's Casino.

GFI has been providing service to Metro since 1996. It currently provides Maintenance of Way engineering support to Metro and performance has been satisfactory.

The GFI team is composed of vertical transportation subject matter experts, transit specialists and facilities specialists with experience working together for numerous public transportation projects, as well as the personnel management and oversight for such services. GFI has teamed up with 11 subcontractors, ten of which are DBE certified.



## DEOD SUMMARY

**ENGINEERING SUPPORT SERVICES FOR VERTICAL TRANSPORTATION  
SYSTEM AND RELATED SERVICES / AE89754000**

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established an overall 30% Disadvantaged Business Enterprise (DBE) goal for this Task Order Contract. Gannett Fleming, Inc. made a 30% DBE commitment.

In response to a specific Task Order request with a defined scope of work, Gannett Fleming, Inc. will be required to identify DBE subcontractor activity and actual dollar value commitments for that Task Order. Overall DBE achievement in meeting the commitments will be determined based on cumulative DBE participation of all Task Orders awarded.

<b>Small Business Goal</b>	<b>30% DBE</b>	<b>Small Business Commitment</b>	<b>30% DBE</b>
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	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	Anil Verma Associates, Inc.	Subcontinent Asian American	TBD
2.	C2PM	Asian Pacific American	TBD
3.	JM Diaz, Inc.	Hispanic American	TBD
4.	Lenax Construction Services, Inc.	Caucasian Female	TBD
5.	Mammoth Associates, LLC	Caucasian Female	TBD
6.	PacRim Engineering, Inc.	Asian Pacific American	TBD
7.	PBS Engineers, Inc.	Subcontinent Asian American	TBD
8.	Sommer Engineering	Caucasian Female	TBD
9.	Triunity, Inc.	African American	TBD
10.	Wagner Engineering & Survey, Inc.	Caucasian Female	TBD
<b>Total Commitment</b>			<b>30%</b>

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this contract.

**D. Project Labor Agreement/Construction Careers Policy**

Project Labor Agreement/Construction Careers Policy is not applicable to this contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.